

**Amendments to the Specification:**

Please amend the specification as follows:

**Please replace paragraph number [0037], with the following rewritten paragraph:**

[0037] Fuel is pressurized by a common rail type fuel injection system, that is, a high pressure fuel pump 10 and is supplied to a common rail 11, and is then directly injected into each combustion chamber 9 through a ~~fuel injector 10~~ fuel injector 12 for each cylinder. Air and fuel supplied into each combustion chamber 9 are properly heated by a glow plug 13 and combusted by a compression ignition. Further, exhaust gas is discharged into an exhaust passage 14.

**Please replace paragraph number [0050], with the following rewritten paragraph:**

[0050] The deterioration diagnosis employed in the embodiment of the present invention includes a first deterioration diagnosis which is easily executed under a normal engine operating condition, and a second deterioration diagnosis which is executed when the first deterioration diagnosis result is that the possibility of the deterioration is high, and which is capable of ~~obtain~~ obtaining a high accuracy diagnosis result.

**Please replace paragraph number [0063], with the following rewritten paragraph:**

[0063] At step S6 control unit 30 determines whether or not second diagnosis result F\_ATS\_NG2 is true. When the determination at step S6 is affirmative, that is, when second diagnosis result F\_ATS\_NG2 is true indicative that NOx trap catalyst element is in the deteriorated condition, the program proceeds to step S7 wherein control unit 30 sets an exhaust aftertreatment abnormality indicative flag F\_ATS\_NGF at True (~~F\_ATS\_NGF = True~~) (F\_ATS\_NGF = True) and then terminates the present routine. When the determination at step S6 is negative, that is, when second diagnosis result F\_ATS\_NG2 is false, the program proceeds to step S8 wherein control unit 30 sets the

exhaust aftertreatment abnormality indicative flag F\_ATS\_NGF at False (F\_ATS\_NGF = False). Subsequently, the program proceeds from step S8 to step S9 wherein control unit 30 sets first deterioration diagnosis result flag F\_ATS\_NG1 is set at False (F\_ATS\_NG1 = False). Then, the present routine is terminated.

**Please replace paragraph number [0068], with the following rewritten paragraph:**

**[0068]** In addition, when the temperatures of catalyst 17 and ~~DPF~~ DPF 18 become higher than a predetermined high temperature and there is fear of damage by fire, control unit 30 sets ATSstate at 6 to execute an operation for avoiding such damage-by-fire for a predetermined time. Thereafter, the operation returns to a normal operation.

**Please replace paragraph number [0081], with the following rewritten paragraph:**

**[0081]** At step S31 ~~control unit 31~~ control unit 30 determines whether the exhaust aftertreatment demand flag ATSstate is 3 or 4 to determine whether the engine operating condition is in the vicinity of the stoichiometric air/fuel ratio.